

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" WEDNESDAY, 23rd Dec., at Noon.
GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG Capt. F. v. Bismarck (T. 18,300)

SHANGHAI, NAGASAKI, KOBE "BULO" About WEDNESDAY, 23rd Dec.
and YOKOHAMA Capt. H. Forster (T. 16,950)

MANILA, YAP, MARONN, NEW GUINEA, SAMARAI, BRISBANE, "COLENS" SATURDAY, 31st Dec., at Daylight.
SYDNEY and MELBOURNE Capt. H. Regent (T. 6,750)

OBH and YOKOHAMA "PRINZ WALDEMAR" About THURSDAY, 10th January.
Capt. F. Iscke (T. 16,100)

All the steamers of the Imperial Line are fitted with Wireless Telegraphic. New System of Telefonen.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 17th December, 1910.

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th November, 1910. (701)

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.
1 & 2, BOWEN ROAD, lately occupied as
Antiquary Office's Quarters. Suitable
for Boarding House.
GODOWN, No. 1, PRAYA EAST.
OFFICES, No. 1, CONNAUGHT ROAD
1st Floor.
A HOUSE in WONG-MEI-CHONG ROAD,
OFFICES in YORK BUILDING.
No. 10, DES VREUX ROAD CENTRAL,
1st Floor.
SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Trams stop at the door.
Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd November, 1910. (59)

TO LET.

GODOWN No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1910. (61)

Intimation

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Vreux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Shanghai, 1st April, 1909. (16)

Intimations.

GENTLEMEN,
WE HAVE SOMETHING TO
SUIT YOU!

JUST ARRIVED, a wide range of New
Fashionable Suit length pieces of 3/4 yds.
—double width.

Pyjama Suits, Woollen, Flannel
and Flannelette.
Silk Scarves, assorted colours;
Scent Pins, rolled gold and gold
plated. Dress Neck Ties, White
and Black.

HOOSAIN-ALI & CO.,

No. 14, QUEEN'S ROAD CENTRAL
Hongkong, 15th November, 1910. (682)

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED.

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed

Hongkong, 6th September, 1909. (146)

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 2nd September, 1909. (11)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance 80 ft.
Water on Blocks 28 ft.

No. 2 DOCK.

Docking Length 376 ft.
Width of Entrance 50 ft.
Water on Blocks 26 ft.

No. 3 DOCK.

Docking Length 481 ft.
Width of Entrance 63 ft.
Water on Blocks 21.5 ft.

Mooring basin 600 feet x 100 feet x 15 feet deep.

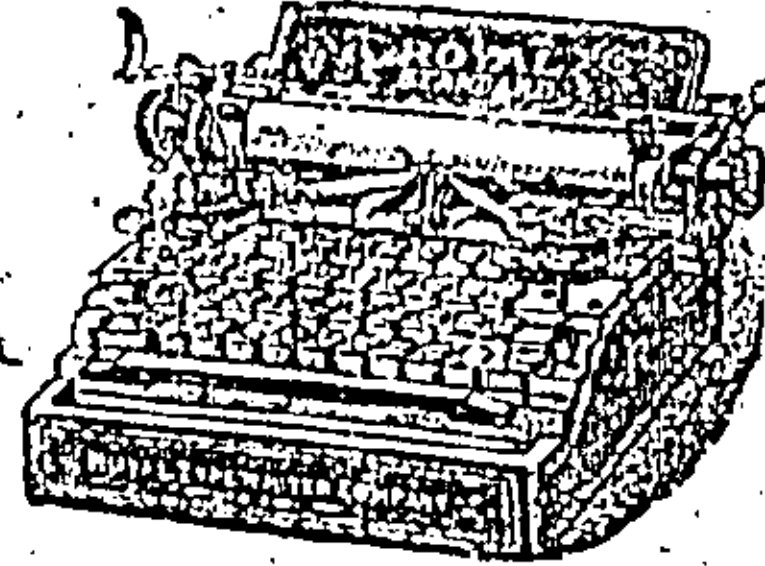
EVERY description of repair work is undertaken. A large assortment of material including
tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons
pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters
constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 513, or 575, Customs Branch Office 1372, Takashimacho
Office 291, or 2052, Irifancho Office 2151.

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,311 square yards or 15,115 acres. Direct water for ships
2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers
discharging direct into warehouses. Railway siding with direct connection to the Government
railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance
undertaken. Rates moderate.

Yokohama, October 18th, 1910. (13)



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 432 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VREUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHAWAN TOMES & CO.

General Managers,
Hongkong, 15th August, 1910. (4)THE
CHINA PROVENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed.
SHAWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908. (41)

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS for
FERGUSON'S SPECIAL GREASE
and
P. & O. SPECIAL LIQUOR SOOTHY
WHISKY, &c.

ALWAYS IN STOCK—
AT
REASONABLE PRICES.

EVERY KIND OF
SHIP'S STORES AND REQUISITES.
Wharf 22, 7th March, 1909. (10)

THE BRITISH-FOREIGN IMPORT &
EXPORT COMPANY, Central Build-
ings, Liverpool, England, is prepared to
receive consignments of Local Produce on
best terms. (48)

LAU PING KEE.

DEALER IN
USED POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS
and NEW YEAR CARDS in Stock.
Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road (Central).
Hongkong, 3rd November, 1910. (687)

HUNG ON & CO.,

SHOW ROOM AND STORE
at the Premises formerly occupied by
[A CHEE & CO.,
174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron. Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.
Hongkong, 1st June, 1910. (41)

RUBBER PRICE RETURNS.

	Nov. 1st—Nov.	Nov. 1st—Nov.
Allagar	8,555	3,877
Alor Pong	2,561	1,618
Alor Gajah	1,200	1,072
Alma	1,200	1,350
Anglo Malay	6,259	5,477
Ayer Kuning	402	2,586
Ayer Molok	1,093	1,838
Ayer Panas	1,265	2,100
Balgonio	8,481	9,919
Batak Rabi	1,728	5,563
Banteng	48,0	24,127
Batu Tiga	15,572	119,612
Batu Tiga	11,251	75,122
Berum	1,100	2,600
Ceram	83,893	308,965
Dikam	3,135	20,001
Brich	1,7	7,610
Bukit Kajang	5,664	7,833
Bukit Lintang	4,750	6,100
Bukit Timah	1,557	1,246
Bukit K. B.	691	2,95
Bukit Chelaka	4,000	4,000
Carey United	10,250	10,250
Cassiofield	31,168	31,168
Changkat Serdang	2,955	29,544
Changkat Salak	2,3	4,1919
Cheong	9	5,1000
Cicely	15,26	15,3
Consolidated Malay	19,020	19,020
Caledonia	23,641	202,808
Chomor	8,174	8,174
Chersonese	2,112	3,612
Chota	502	1,410
Damansara	258,100	258,100
Domillon	410	915
Edinburgh	8,000	61,950
Federated (Selangor)	9,134	9,134
F.M.S. Rubber	24,670	35,050
Gedong	117,100	117,100
Glensay	2,094	7,137
Glenshiel	5,317	6,06
Golden Hope	8,5	7,089
Golconda	104,420	104,420
Gula Kalumpung	12,000	32,800
Hal Koo	627	3,430
Harpden	12,512	11,703
Haylor	608	144
Heawood	1,374	6,561
High & Lowlands	4,353	49,477
Inch Kenneth	16,269	17,147
Indragiri	785	4,661
Jimah	450	557
Jugra	60,583	60,583
Jobong	23,850	186,450
Kapar Para	97,816	97,816
Kamuning	9,300	10,562
Kempsey	27,134	27,134
Kepong	31,539	31,539
Klabang	359	413
Kota Tinggi	5	0
Kuala Klang	16,592	16,592
Kuran	3,007	13,765
Kuan-Rub. Est.	4,02	29,554
Kuala Lumpur	54,570	455,756
Kuala Selangor	7,000	7,000
Laba	20,102	20,102
Landedon	26,425	29,556
Ledbury	10,827	11,751
Linggi	81,600	81,600
London Asiatic	10,777	13,566
Malaka Pinda	512	1,194
Malacca Plant	35,000	255,000
Mandal Tekong	722	937
Merton	2,434	2,435
New Serendah	731	7,354
New Singapore	80	120
North Hummock	41,018	41,018
Nova Scotia	83,405	83,405
Padang Jawa	910	910
Pajam	3,000	4,410
Pantai	39	1,391
Pataling	30,420	265,541
Pegoh	5,172	6,009
Pepkaten Durian	985	5,147
Perak Plant	98,688	98,688
Port Dickson	1,150	1,053
Radella	1,434	1,712
Rembia	1,415	1,618
Ribu Rubber	7,017	54,253
Rubana	21,759	131,779
Ratang	2,500	2,750
Rber Growers Assn.	3,977	35,230
St. Helena	172	163
Sengat	6,700	9,017
Selaba	9,000	18,008
Sungel Ulu	4,550	41,047
Sungel Kapur	120,456	120,456
Sandycroft	10,459	10,135
Seafield	135,504	135,504
Selangor	237,792	237,792
Seremban	14,187	315,561
Sembawang	818	941
Seonwang	8,168	9,868
Shelford	10,000	11,000
S'pore & Johore	14,421	15,641
Singapore Para	5,250	4,250
Strait Rubber	44,150	240,030
Sungel Salak	5,033	16,630
Sungel Way	10,118	47,019
Sungel Chumor	1,889	6,668
Seaport	870	2,616
Tambalak	970	4,155
Tanjong Malim	800	1,700
Telok Anson	1,052	6,789
Tali Ayer	14,681	102,319
Trafalgar	318	2,621
Tremelby	33,863	33,863
Talping	500	2,432
Ulu Pandan	530	574
United Singapore	2,228	7,169
United Sumatra	5,700	41,136
Vallambrosa	291,400	291,400

[All totals are calculated for the calendar
year instead of the financial year, which differs
with many companies.—Singapore Free Press.]

PO SING.

JEWELLER AND SILVERSMITH,
No. 1, POTTINGER STREET.

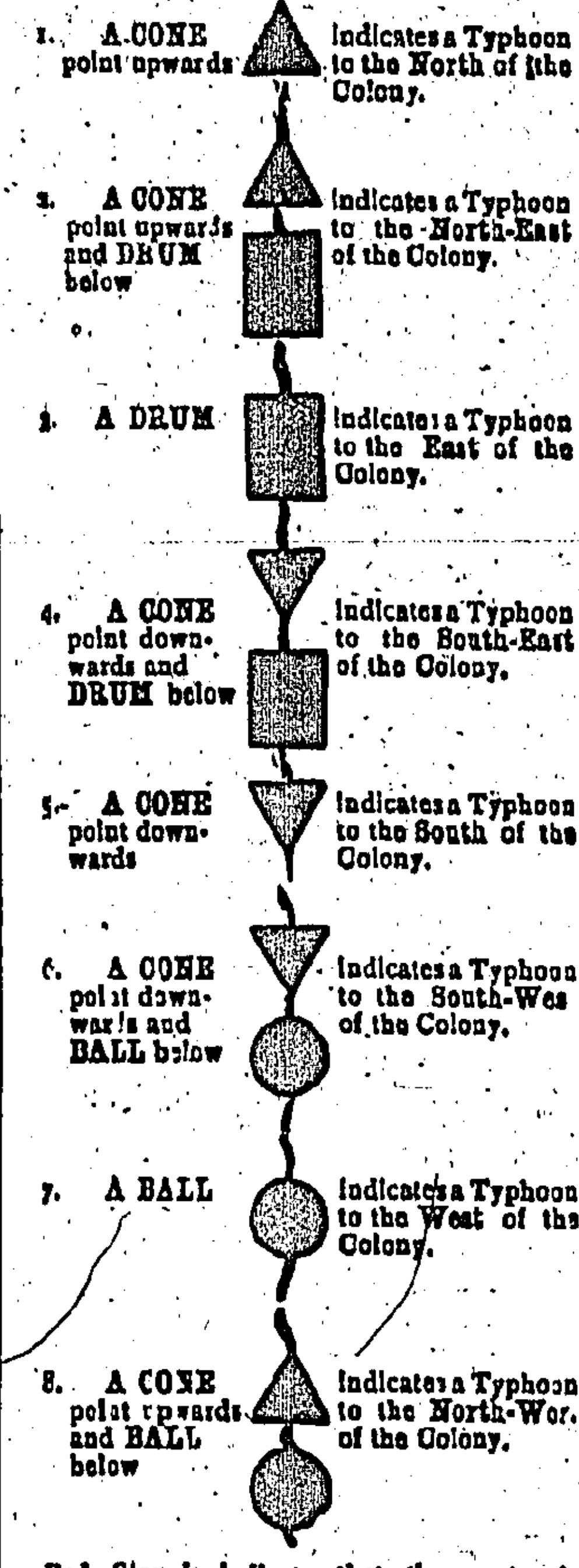
CANTONESE SILVER WORK of every
description done here. Moderate
Prices.

Xmas and New Year Presents in great
variety and at special rates, suitable to all
tastes and purses.
Hongkong, 2nd November, 1910. (685)

WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels, leaving the port. They do not
necessarily imply that bad weather is expected
here.



Red Signals indicate that the centre is
believed to be more than 100 miles away from
the Colony.

Black Signal, indicates that the centre is
believed to be less than 100 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

Gents

Soyes-Tai Sa Yu	14
Tench-Wan Yu	15
Turbot-Cho How Yu	16
Turtles, small, fresh water-Kook Yo	—
White Bait-Ngan Yu Uhal	—

FRUITS.

Almond-Hung Yau	B	93
Apples, (California)-Kam San Ping	Ko	32
(Ohio)-Tin Uhuu Ping	Ko	15
" Small-Hoi Tong	"	—
" Grinstead-Fan Lai Chi	"	—
Bananas, fragrant-Canton-Sung Sheng	Hong Chiu	8
(Brides), Macao-San Heung Chiu	"	4
Chestnut, Chinese-Poong Lut	"	10
Carambola-Veong Ton	"	12
Cocoanuts-Yeh Tai	"	74
Grapes-Sin Tai Tsu	"	6
Lemons, China-Kim Moong	" Amer.-Kam San Ning Moong	8
Litcher, Small Stone-Lal Chi Oon	" Fresh, Lal Chi	10
Limes, (Sargon)-Sal Kung Ning	Maou	—
Mango, Manila-Lai Sung Mong	Mango, Saigon-Sal Kung Moong	18
Mangosteens, San Chek Ts pr dot	Oranges, Tin Chang	8
" Small-Tai Kun	" Mandarin-Tin Kul	—
Olives-Pak Lam	Passion Fruit	—
Pears, (American)-Kam San Shut Li Si	(Canton), Cooching-Sa Li	10
Peanuts, Fa Sang	Persimmons, Large-Hung Chio	10
Pine-apples, first quality-Sheng Poon	Ti Paw-law	18
" and cooking-Chung-tang	Paw-law	—
Platania-Tal Chio	Plums, Swallow-Hung Lai	19
Pomeio, Siam-Ohm Lo Yau	Walnuts, Hop Too	19
" Green-Saug Hop Ton	Shanghai Lo Kwai	—

VEGETABLES, &c.

Artichokes, Shanghai-Sheng Hoi Ab	Ch Chukkal	—
Beans, (French) Macao-Oh Mpon Pin	Tau	—
Beans, (French), Shanghai-Sheng Hoi	Pin Tau	—
Beans, Sprout-Ah Choi	Beans, Long-Tao Kok	—
Beet Root-Hung Chok Tau	Brinjals, Green-Cheng Yuen Ker	—
Brinjals, Red-Hong Ker	Bamboo Shoots-Chock Shen	—
Cabbage, Chinese, com.-Kai Choy	Cabbage, Red-Kai Lan Tau	—
Cabbage, (Shanghai)-Yeh h'ui	Cane Shoots-butch-Kan sh'	—
Caniflower, Large size-Tai Yeh Choi	Fa	—
Caniflower, Medium size-Cheng Yeh	Chio-fa	—
Carrots-Kam Shuo	Carrots, Obsolete-Tong Kan Choy	—
Celery, English-Yang Kan Chol	Celery, White-Pak Yang Kan Chol	—
Chillies, Dried-Con Lat Chio	" Red-Hung Fa	—
" Green-Cheng Lat Chio	Curry Stuff-Mang-lah-Ka Lee Ghol Lio	—
Cucumbers-Cheng Kwa	Bitter Squash-Yu Kwa	—
Garlic-Suen Tao	Ginger, young-Sun Tar Keung	—
" old-Lo Kenug	Horae Radish, Shanghai-Kik Kan	—
Indian Corn-Suk Mal	Lettnce-Yang Sang Choh	—
Water Chestnuts-Ma Tai	" Mandarin-Kwai Lum Ma Tai	—
Musk Melons	Mushrooms, rush-Sang Oh Kho	—
Onions, Bombay-Yang Ohng Tau	" Green-Sang Ohng	—
" Shall-Sheng Hoi Chung Tau	" Japan-Yai Poon	—
Okroor-Mo Ker	Parsley, English-Yang Un Sal	—
Green Peas-Chung Tau	Pointons, Sweet-Fan Chu	—
" Shanghai-Sheng Hoi Shu	Tai	—
" Japan-Yai Poon Shu Tai	Americian-Ja Ki	—
Pic Chow-Pik Choa Shu Tai	Macao-Oh Moon	—
Pumpkin-Toong Kwa	Radish-Hung Lo Pak Tai	—
Rhubarb	Shalots-On Chung Tao	—

19 Tomatoes—Fau Aet tau tau tau tau tau tau tau tau tau tau
 16 Taro—Wa Tsa tau tau tau tau tau tau tau tau tau tau
 15 Turnips, Fan-il (Loug)—Low Pak tau tau tau tau tau tau tau tau tau tau
 20 Egg-lah—Yang Low Pak, piece tau tau tau tau tau tau tau tau tau tau
 23 Vegetable Marrow—Ohli Kwa tau tau tau tau tau tau tau tau tau tau
 17 Water Cresses—Sal Young Choh tau tau tau tau tau tau tau tau tau tau
 15 Caltrops—Lan Kok tau tau tau tau tau tau tau tau tau tau
 2 Lily Roots—Lin Ngao tau tau tau tau tau tau tau tau tau tau
 18 Yams—Tal Shu tau tau tau tau tau tau tau tau tau tau
 10 Sage tau tau tau tau tau tau tau tau tau tau—Far bundle
 16 The prices necessarily vary from day to
 10 and the Sanitary Board has no power to con-
 8 trol them.
 15
 14
 13

W. BOWEN ROWLANDS,
 Secretary, Sanitary Board

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 19, 1910.

BRITONS AND SPORT.

The question of British over-devotion to field sports is constantly calling forth from prominent publicists or from eminent writers some new utterance, generally couched in hackneyed phraseology, yet on occasion containing something new in the way of critical observation on our national predilection for spending valuable hours of the day either participating in, or looking on at games which come under the general description of out-door sports. To all such utterances the sportsmen of Hongkong pay particular heed, whether it is to support an advocacy of moderation or to pulverise in a metaphorical sense the traducer of our noble old games which have been practised in the United Kingdom since the days of the Wapen-schaw. For it is very seldom that the self-appointed critic steps with caution, and as often as not it is the case that the fervent sports enthusiast replies to the attack upon his favourite pastimes with a strength of vituperative scarcely called for by the soundness of his views. It has been averred that Rudyard Kipling has ceased to command the ear of the British nation—or at least in great part has ceased to do so—since he wrote about "the flannelled fools at the wicket and the muddled oafs at the goal." We have too much respect for the common-sense of British sportsmen to believe in the truth of this statement. But there can be little doubt that those two phrases quoted above will rattle somewhat in the memory of British sportsmen for many, many years to come. Perhaps it is only right that they should, if they serve to remind our young men that over-indulgence in sport of any kind is harmful, both for the individual and for a country like ours with a leading place to maintain amongst the great commercial and industrial peoples of the world. We notice, too, that amongst the latest writers to hold up a finger of warning in this respect is Mr. Phillips Oppenheim, through the medium of his new work of fiction, "The Illustrious Prince." The hero, a certain Prince Maiyo, is a fine type of the Japanese Samurai class. This young man has very carefully studied English ways from a political standpoint. His observations regarding the present day Englishman's excessive fondness for sport are quite entertaining. These may be briefly summarised in Oliver Goldsmith's lines—

All these lead to hastening his decay,
Where wealth accumulates and men decay.

Which is tantamount to the declaration of a belief that, directly or indirectly, English sport is sapping the country's manhood and leading to the concentration of wealth. Surely this is very far from the truth. Physical exercise is one of the most important essentials to health, and every healthy man, woman and child is a valuable national asset. What we would do without reasonable exercise month in and month out in a sub-tropical Colony like Hongkong we can hardly conceive. Certainly the youth of the Colony could not be kept up to the physical mark that they too at present. At a recent meeting of the Inns of Court Debating Society in London, Lord Chief Justice Alverstone presided over a discussion on this same question: "Is too much time and attention devoted, and too much importance attached, to out-door games and sports?" Lord Alverstone drew a firm line of distinction, as between those who played and those who only looked on, and in general terms condemned the habitual onlooker who takes no part in the game at any time. This love of looking on at a game of skill or endurance is inherent in human kind, irrespective of nationality. In Hongkong, a big proportion—if not the biggest—of the spectators who throng Happy Valley on an important field-sport day is composed of Chinese, and other Asiatics. So, in the Straits Settlements, in Colombo, and in the great cities of India, the majority of on-lookers at the games consists of non-Europeans. General Baden-Powell has also been having a fling on the same subject. In a recent deliverance he remarked that he had been greatly struck by the growth of the Boy Scouts movement in Canada and the United States. What impressed him most was the tremendous amount of energy the young men put into scouting work; they looked upon a change of occupation as the best rest cure they could have after business and they did not go in for hanging about football matches like the young men of Great Britain. As has been remarked by one witty writer, it is not only in sport that most of us play the part of mere spectators; many of us who would like to join are by circumstances obliged to look on, and that from a back row. And then the query arises: What would the majority be doing if they were not looking on? It is doubtful if their leisure time would be more profitably employed elsewhere. Anyone who averred that a couple or three hours were mis-spent in watching the sports at Happy Valley on an afternoon like that of Saturday last, for instance, would deserve to be dubbed a faddist, of a very objectionable type. Of course there may be a good deal to be said against the non-playing habits of cricket and football grounds in Great Britain, in the sense conveyed by Lord Alverstone's remark. But in Hongkong, as in other European communities in the Far East, there is hardly a single individual who does not indulge in open-air games as well as in looking on; and as a whole the sportsmen of Hongkong can afford to treat with light regard the admonitions which Mr. Oppenheim has put into the mouth of his Samurai hero or the like vapourings that occasionally emanate from the smoke-laden beer gardens of Continental Europe.

LOCAL AND GENERAL.

We have been favoured with capitally reproduced calendars from Messrs. Falconer & Co. and the Nippon Yosen Kaisha.

A CLEAN slate has been returned with regard to communicable diseases in the Colony during the week ending 17th December.

INVITATIONS have been issued for the annual Ball given by the Dock Company. This year, the function will be held on the 30th December.

THE subscription griffins arrived per s.s. *Changha* and are to be drawn for at Kennedy's Causeway Bay Repository at 5 o'clock this afternoon.

MR. Cheung, the enterprising local photographer, sends us an excellent photograph of the German Admiral's official landing and panoramic views of Macao.

THE passenger commodore of the s.s. *Changha* was charged at the Magistrate's court this morning before Mr. J. R. Wood with having 175 taels of opium cross in his possession. His *Wah kip* or cred him to pay a fine of \$50.

A WOMAN appeared at the Police Court this morning to answer to a charge of kidnapping a boy under 14 years of age at Shanghai. She was arrested on board the s.s. *Tai-shan* on her arrival in port. Case remanded.

We are informed by the local agent of the Chinese Engineering and Mining Company, Ltd., that the total output of the Company's three mines for the week ending 3rd December amounted to 25,000, 78 tons and the sales during the period, to 27,555 6 tons.

ON Saturday night, a driving armed robbery was carried out by about half-a-dozen men in a house in Connaught Road Central. The inmates were bound and gagged and \$7,500 in money was carried away. The Police are keeping a sharp look-out for the thieves.

NORWEGIAN papers to hand record that Capt. Ring of the s.s. *Drufar* received from the Chinese Government a short time ago a special medal for saving the lives of a number of Chinese at sea a few months ago. The s.s. *Choi-hing* was also able to save one or two men from the same wreck.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

ALIENS ON BRITISH SHIPS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Of late we have seen a recurrence of interest in the question of the manning of the Mercantile Marine. A large conference, held in London under the auspices of the Navy League, has appointed an influential Committee which proposes to press forward the desirability of further training schemes in order to encourage British boys to go to sea and thus gradually eliminate the great evil of aliens forming such a large proportion of the crews of British ships. Further, we sometimes hear a re-echo of an old complaint on the part of shipowners that there is a "shortage of Officers." Upon the sorry inducements offered to British boys to embark upon a sea-life and displace the aliens in the freights of merchant ships, I do not, at the moment, propose to dwell. Merely to point out the charms of the sea—even in its highest capacities—I beg to quote the following extracts from letters which I have received this morning, one from a capable and experienced Captain, the other from a fully qualified Officer:—

(1) From a Captain:—
"Kindly place me on your application list for a berth. I have been treated more shabbily and, like hundreds more, am disgusted with the unfair way in which we are treated. Kindly let me know what prospects (if any) there are, as I shall turn a railway labourer in Canada if I can hold out till the spring and not get a profitable job in the meantime."

(2) From an Officer:—
"Kindly remove my name from your employment list. I got tired of going to various firms and being told that I was 'too old' at 17 years of age, and this, in many cases, for a paltry wage. I have, therefore, decided to abandon the profession and have accepted work that has been offered me in Western Australia, for whence I take passage early in January."

I say nothing disparaging myself, but your readers may be interested in the existing conditions of sea-faring and those who contemplate sending their boys to sea, will remember the old adage that "to be for-waited is to be for-tormented."—Yours faithfully,

T. W. MOORE,

Imperial Merchant Service Guild.

The Arcade,

Lord Street,

Liverpool,

25th November, 1910.

CHINA COAST OFFICERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—In view of the great and growing reluctance on the part of the licensed officers of the Merchant Service in offering themselves for service in vessels or firms permanently engaged in the China coast trade, I beg to put, if only in the interests of the firms concerned, the financial success of whose ventures depends so largely upon those commanding and officiating their vessels—you will allow me to give publicity to the reasons to which this serious state of affairs may be attributed. Possibly, it will be admitted that the chief executive officer of what is the largest organisation of its kind in the world, comprising some fifteen thousand certificated Captains and Officers, one in my position is able to form a fairly correct estimate of the situation, based as it is on the views of those who, already, are serving on the Coast; and, in addition, of those trading in home waters who are obtaining their certificates in the United Kingdom and who, thank goodness, are now able to weigh up the merits and demerits of the different shipping companies in order that they may exercise some choice as to what firm of service they will accept and in what quarter of the globe.

In the first place, it is not necessary for me to dwell upon the dreary monotony and irksomeness of long and continual service in foreign waters and enforced absence, from home and friends for very protracted periods. This, in itself, is undesirable, but it is not the more tolerable, by reason of the fact that climatic conditions are, in many cases, highly unfavourable, liability to infection and contagion is always present, and serious expense due to sickness is saddled upon the unfortunate Captain or Officer who falls a victim to it.

It is true that the existing rates of pay are higher than those obtaining in the United Kingdom. This apparently superior inducement is, however, purely nominal. Necessary personal expenditure is a much heavier burden than at home and to maintain a wife and, probably, a family also, in China involves the awkward wage of 100 taels every penny earned. The joys and blessings of marriage are not for such as command or officer ships on the China coast.

Further, the fact should be taken into careful consideration that the various shipping companies at home are gradually, yet surely, raising their rates of pay and, in other ways, are considerably improving the conditions under which their Captains and Officers labour.

But to those on the China Coast, the prospect of all this, whilst their Agreement binds them down to service abroad for a number of years at a time, no provision whatever is made in order that they may leave which, if only in a physical sense, is obligatory on men serving under such conditions; for they must do so at their own expense, pay for the time being suspended, and the pleasure of a needed visit to the old country is marred by the knowledge that any savings which may have been scraped together will have completely disappeared on return to duty.

The firms I am directing particular attention to already make provision in this way for those members of their staff whom they send out from the United Kingdom. Why they should discriminate and ignore the chief

executive officers of their ships it is impossible to conjecture. Naturally this discrimination itself creates all the more discontent and dissatisfaction. When we see China coast shipowners afford such magnificent donations towards the establishment of a University in China one is moved to astonishment that their generosity is not extended in a more practical form towards their sea-faring employees.

It is not that the firms concerned are unaware of these matters, for, on several occasions, the Guild has endeavoured to enlist their favourable consideration of them, proving at the same time by means of universally signed petitions and memorials that their doing so commanded the enthusiastic approval of those serving in their steamers. It is no purpose of the Guild to create strife between employers and employed; in fact, under our Rules, it is a fundamental principle of the Guild to promote and preserve harmonious relations with shipowners. I do not wish to suggest to British shipowning companies whose interests are wrapped up in the China coast trade anything which would be prejudicial or injurious to their continued well-being or success. We contend that they themselves would benefit greatly by favourable consideration of matters such as those I have indicated, and we hope that, ere long, all necessity for urging or pressing them still further will be removed.

Trusting that you will be so kind as to insert this letter in the columns of your paper, I am, etc.

T. W. MOORE,

Secretary.

16th November, 1910.

AN ACTION'S WATCH.

MYSTERY US' DISAPPEARANCE DURING SUMMER.

A somewhat curious case came up for hearing at the Magistrate's court this morning, when an employee of the Kowloon Theatre charged an apparent actor with the larceny of a gold watch and chain. It appears that the complainant went to bed with the missing articles on his person and when he awoke he found that they had taken legs unto themselves, so to speak, and disappeared. Yesterday, the actor came up to him with a pawn-ticket and asked him to go and redeem the articles.

Evidence was called and the defendant was discharged.

It is contemplated by Germany to increase the strength of her standing army to 515,000 men by 1915.

It is expected that Capt. Scott's Antarctic Expedition will arrive at the South Pole by December next year.

ICE is forming rapidly in the Peiho River and it is thought that Tientsin will be closed to navigation much earlier this year than usually.

A DISPATCH from Changchun states that after much negotiation the Japanese residing outside the limit of the city have finally consented to pay the Chinese the usual tax, the refusal to pay this having recently created so much trouble.

SERGEANT Watt arrested two men at No. 1, Bonham Street, on the 17th inst., for running a lottery. The men appeared before Mr. J. R. Wood at the Magistrate's court this morning and the case was remanded to Wednesday next at 2.15 p.m. Mr. Reader Harris appeared for the defence.

A CHINAMAN was charged at the Police Court this morning for the larceny of a boat hook from a fishing junk and an anchor from a trading junk. Both the offences were committed at Shau-ki-wan. The defendant was discharged on the first count and sentenced to six weeks' hard on the second.

MR. Frank Jay Gould, a member of the American family of millionaires, has been married in a register's office at Edinburgh to Miss Edith Kelly, an English air hostess. Mr. Gould's first wife was the daughter of a New York banker, and they were divorced in 1900. Mrs. Gould was for some time in the chorus at the Gaiety Theatre, and was one of the dancers in "The Girls of Go-Go-Go," when that piece was produced there in May, 1907.

MR. Lloyd George on the proposals of the House of Lords for his own reform:—"Don't you trust these votes, my dear, obscure proposals. They are just the smelt of a fishy smelling. There is no glow. They are just a bit of a poisonous sting that lies and is of such bulk that it fills your proposal, to say no more of proposals that too. It is smelly, so, my dear, Mr. Lloyd George's heart is at the end, that they returned a Liberal member to a job in drawing the sting's teeth."

AN attempt has been made by the Japanese oil companies, says the *Japan Mail*, to come to some arrangement with the Standard and the Rivington firms, but the representatives of the foreign companies are naturally point out that their rivalry is world-wide, and that they cannot make any exception in Japan's favour. In consequence of this answer the directors of the Hoken in the Nippon have decided to act independently of the Rivington and the Standard and to compete for the command of the domestic market.

THE St. Petersburg correspondent of the *Journalists* writes that a woman of great beauty, the countess Kiznetsky, has just been arrested after passing 18 years as a man in the monastery of Solovetsky, where she was known as either Arsenie. The Countess, who is now about 40 years of age, was the heroine of a much-discussed love affair. A duel fought between her lover and her husband ended fatally for the latter, and the lover, conscience-stricken, fled to the monastery of Solovetsky. The Countess, unable to bear the separation, adopted the disguise mentioned above in order to be near her lover. She gained access to the convent, and for 18 years has lived there unsuspected.

QUARRY BAY MANSLAUGHTER CASE.

SENTENCE: ONE YEAR'S HARD LABOUR.

At the Criminal Sessions this morning, before the Chief Justice, Sir Francis Pigott, a French sailor named Paul Potier was brought up on a charge of having committed manslaughter at Quarry Bay on 5th December by killing Chan Hin, a Chinese coolie. The accused, through the French Consul, Mr. Gaston L'heritier, who acted as interpreter, tendered a plea of guilty. As recounted at the time of the fatal assault, it appeared that the prisoner had been returning to his home at Quarry Bay, when some trouble arose over the payment of the Chinese coolies; and as a result Potier stabbed his fellow with a knife, causing the latter's death.

The Attorney-General, Mr. W. Ross Davies, K.C. (instructed by Mr. H. L. Denney, Acting Crown Solicitor), appeared for the prosecution; Sir Henry Berkeley, K.C. (instructed by Mr. H. W. Lecker of Messrs. Deacon, Lockyer and Deacon), represented the accused man.

Sir Henry Berkeley, addressing the Bench, said that undoubtedly his Lordship had read the deposition in the case, from which it would have been seen that this unhappy man, the prisoner, found himself in this pretty serious position in which he now stood under a charge of homicide, having, unfortunately, been under the influence of drink on the occasion in question. He was a young man—Counsel was instructed that he was only 24 years of age—and he had an exceptionally good character. This had been spoken to both by his Commanding Officer and by the Lieutenant under whose immediate notice he came. The affair occurred, undoubtedly, as the man himself stated, when he was unconscious of what he was doing. That was no defence in law, but it was a matter that could be brought to the merciful consideration of the Court in sentencing the punishment which must fall upon the shoulders of the prisoner. The story occurred at night after this man and a number of his companions had apparently been visiting some of those places in the town where liquors of a maddening character were sold. Afterwards they went on board, the prisoner being helped by his comrades, and knowing nothing of what had happened. Next day when rumours reached the ship of what had occurred—that a coolie had been killed—there was no clear indication as to who had done the deed, but the prisoner came forward voluntarily to his Captain; and, although he did not remember having done what was charged, still, from all the circumstances related to him, he was certain that his must have been the hand which dealt the blow; and wishing no suspicion to fall upon a young man who had come forward prepared to take the blame upon himself. He had never for one moment endeavoured to shield himself by any falsehood. He had been all above-board from first to last. He had been courted through-out—prosecution and defence—and conferred to had done what he had, not knowing what he was doing. Counsel asked his Lordship to deal with the prisoner as leniently as the vindication of the law would permit under the circumstances. He asked the Court to take into recollection the excellent character of the prisoner had borne up to the moment when unfortunately, he gave way to the temptations of drink and brought himself into the serious position in which he now stood in conclusion, Counsel made an appeal for clemency to that side of the Court in which mercy was administered.

His Lordship, in passing sentence, said it was with very great regret that for the second time within a very short period, a foreign man had come before the Court charged with homicide. It was exceedingly painful to the Court to have to pass a sentence in this case which would be seriously prejudicial to the prisoner's career of a honourable service to his country. He had pleaded guilty to the offence of homicide and he had done right in confessing his crime. His Lordship felt that he was justified in exercising to him the clemency of the Court by passing the smallest possible sentence which could be given in a case where life had been taken, deliberately, even though under the influence of drink. His Lordship passed sentence of twelve months' imprisonment with hard labour, remarking that any further clemency, which the prisoner might hope for would depend upon his own conduct and the clemency of the Crown.

INTERESTING EXPERIMENTS WITH ROOFING MATERIALS.

The Executive Committee of the Fire-Brigades of Austria-Hungary have lately made some very interesting fire-tests at Linz, which were witnessed by the local authorities, representatives of the Ministers for Commerce, Railways, Labour, etc. The tests were carried out under the personal direction of the Chief of the Vienna Fire Brigade. A large temporary structure had been erected on the banks of the Danube and its roof covered in equal proportions with the following 7 different roofing materials—apart from corrugated iron, ordinary asphalt, Duablit, Asbest Cement plates, natural slates, brick tiles, and ordinary tiles. The building was then set alight at the 7 different places simultaneously. The result of the experiments was that "Duablit" stood the test best. Only the places covered with this material could stand the tremendous fire and consequent enormous heat, and it was perfectly intact after the fire had burnt its way to about half an hour.

In addition to the officials mentioned above there were present representatives from the Fire-Brigades all over Austria, Hungary, Germany, etc.—*Neus Freie Presse* (Vienna).

The local Agents for "Durablit" are Messrs Siemens & Co.

A MEDICAL Journal in Holland calls attention to the prevalence of opium-smoking in the French ports. It is officially stated that forty per cent of the naval officers at Brest habitually smoke opium.

LARCENY BY A FILIPINO COOK.

PLEADS GUILTY AT ASSIZES TO-DAY.

Before the Chief Justice at the Criminal Sessions this morning, a Filipino named Gregorio Tiango was charged with having on 5th November stolen a sum of 2,000 pesos and 500 dollars, the property of Mrs. A. Ramon. On the indictment being read over to him in Spanish by Mr. N. G. Melan, chief interpreter, the prisoner pleaded guilty.

Mr. C. G. Alabaster, who appeared for the Crown (instructed by Mr. H. L. Denney, jun., of the Crown Solicitor's office), stated that the prisoner was a cook who had been in the employ of Mrs. Ramon and he had admitted having stolen from his mistress a sum of 2,000 pesos and 500 dollars.

His Lordship—What is a peso worth? Mr. Alabaster said it was worth a little more than the Hongkong dollar. The whole amount stolen was about \$1,500. The money was contained in a metal box locked up in a camphor-wood trunk; this, the prisoner broke open, extracted the money and then ran away. Next day he was seen by a friend of his mistress, to whom he confessed the theft, at the same time giving a list of names of persons among whom, he said, he had spent the money. Prisoner gave his names in all of persons who were said to have been recipients of the stolen money in sums ranging from \$1,000 to \$150, and offered to point them out to the Police. With this end in view, Sergeant Ogg went all round Kowloon with him for a whole day, but the prisoner failed to find any of the parties whose names he had given and gave a contradictory account as well. So far, the Police had not been able to trace them either.

His Lordship—Are there any extenuating circumstances?

Counsel—None, except that he has pleaded guilty.

His Lordship passed sentence of three years imprisonment with hard labour.

THE CRIMINAL SESSIONS.

TRIALS ADJOURNED TILL JANUARY.

The Criminal Sessions for December were formally opened this morning in the Supreme Court—the Chief Justice, Sir Francis Pigott, presiding. 100 cases, involving as many persons, were down for hearing, the list being as follows:—Hazel Lyon, larceny; Paul Potier, manslaughter; John Grant, forgery, etc.; Yeung Vao, armed robbery; Gregory Tiango, larceny; Wong Ah, forgery; Wong Tin, larceny; On Tom Hop, shooting with intent to murder and armed robbery; Fong Choi, forgery.

The only cases disposed of to-day were those in which Paul Potier, a French sailor, was charged with manslaughter and Gregory Tiango, a Filipino cook, with larceny. In both these cases, the prisoners pleaded guilty.

The Chief Justice made the following announcement to the jury in attendance—Gentlemen of the panel, I think it would be a convenience not only to you but in the general public that the Sessions should be adjourned till next January. I ask you gentlemen to come again at ten o'clock on Wednesday, 4th January.

THE CHINESE NAME-DAY.

According to old-style Russian calendar, to-day is the 5th of December, and being the anniversary of St. Nicolas, is also the name-day of His Majesty the Emperor of Russia. In honour of which event the Russian Consul, Mr. V. Oettingen, held an "At home" from twelve till one o'clock at the Consulate in Queen's Buildings. Formal visits were paid by members of the Consular Corps and many other prominent local gentlemen desirous of offering felicitations to His Majesty through his representative in Hongkong, Captain Simmonds, A.D.C. to the Governor, Sir Frederick Lugard, conveyed His Excellency's compliments. Sir Nicolas II. succeeded to the Throne in 1894, and is now in his 43rd year.

BIJOU SECNIC THEATRE.

There was a bumper house at the Bijou on Saturday night in response to the attractive bill of fare which had been advertised. Miss Vera Ferrac's charming song entitled "Little Girl" written by herself was, of course, the pièce de résistance and evoked vociferous applause. Her cowboy song also proved a decided success. Miss Mae Montgomery and Mr. Chas. Castleman gave a delightful sketch setting forth the emotions of matrimonial developments. Later in the evening, Mr. Castleman pitifully mimicked the audience, particularly the Chinese portion of it, by driving awfully-looking bodkin and other domestic instruments of torture into his skin and treating the matter with a touch of farce and a little difference which were not a little surprising. The pictures exhibited at the "Bijou" a real good.

NEWS FROM THE NORTH.

[Spec. By. Translated for the Hongkong Telegraph.]

CAPIT L'PUISSEMENT FOR OPUM OFFENDERS.

The new opium regulations have been framed. The most important clause provides that on the 1st day of the next year in the 4th year of Sun Yat-sen, the punishment for cultivation, sale, conveyance and smoking of opium will be decapitation.

"THE RULE OF 11."

The Senate has just held a meeting regarding the new Press Laws and particularly Article 11. Several speeches were made and discussions. Among the members and representatives of the Commission of Constitutional Reform and led to a protracted discussion. It was resolved that matters of a libellous or defamatory nature shall not be allowed to be published in the newspaper. Anything relating to private affairs which might be of public interest will not be allowed any derogatory effect will not be considered as coming within the meaning of Article 11 and shall be exempted from the operation of the Article in question.

Shipping—Steamers.

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Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 12TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	
"MONTAGLE" TUESDAY, APR. 18TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Montagle" "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	CHOYSANG	TUESDAY, 20th Dec., Daylight.
SINGAPORE, PENANG & CALCUTTA, NAMSANG	WINGSANG	TUESDAY, 10th Dec., 3 P.M.
MANILA	WINGSANG	SATURDAY, 24th Dec., Noon.
SHANGHAI, KOBE & MOJI	FOKSANG	FRIDAY, 6th Jan., Noon.
MANILA	YUENSANG	SATURDAY, 7th Jan., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Amoy*, *Manama* and *Shanghai* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Shaloo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 19th December, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"CHIH LI"	20th Dec., 10 A.M.
SWATOW, AMOY & SHANGHAI	"KAE SU"	20th " " Noon.
ILOILO & CEBU	"SUNG KIANG"	20th " " 4 P.M.
MANILA	"TANING"	20th " " 4 P.M.
TSINGTAU, WEIHAIWEI, CHEFOO	"SZ CHUEN"	21st " " Midlight.
ILOILO & CEBU	"KAI FONG"	21st " " 4 P.M.
SHANGHAI	"CHEN HAN"	21st " " 4 P.M.
SHANGHAI	"LINAN"	24th " " Midlight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, TWICE WEEKLY. S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SREW STEAMERS and THINSTEIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SREW STEAMERS (*Amoy*, *Chow*, *Linan*, *Chinlan*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 17th December, 1910.

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP COMPANY.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	4000	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 21st Dec., at 4 P.M.
SAIRO	4000	E. Rice	MANILA, ILOILO & CEBU	WEDNESDAY, 28th Dec., at 4 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 16. Hongkong, 17th December, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE AND YOKOHAMA	"SEATTLE MARU"	6,182	WED. DAY, 28th Dec., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA	"MEXICO MARU"	—	TUESDAY, 10th Jan., 1911, Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec., at 8 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 25th Dec., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU"	THURSDAY, 29th Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 19th December, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Moses, Tons 9300 KAWACHI MARU, Capt. H. Peterson, Tons 7000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 21st Dec., at Daylight. TUESDAY, 27th Dec., P.M. WEDNESDAY, 4th Jan., at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Horiuchi, Tons 7000	SATURDAY, 31st Dec., From KOBE.
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 1000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 3rd Jan., at Noon. TUESDAY, 31st Jan., at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekido, Tons 5000 HIKOKU MARU, Capt. M. Yagi, Tons 6000	THURSDAY, 22nd Dec., at Noon. FRIDAY, 20th Jan., Noon.
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BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 27th Dec., at Noon.
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KOBE and YOKOHAMA	HITACHI MARU, Capt. N. Matheson, Tons 7000	THURSDAY, 22nd Dec., at 5 P.M.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Dec., at Noon.
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SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. N. Teranaka, Tons 5000	TUESDAY, 28th Dec., at Noon.
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Fitted with new system of wireless telegraphy. 1 Cabin only. * Carries deck passengers. † Omittling Penang. ‡ Call at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	1st March	To London, per New Steamer
IYO	9,000	15th "	1st class Single...Y550
HIRANO	9,000	29th "	" " " 2nd class Single...350
TANGO	8,000	12th April	" " " Return...350
KAMO	9,000	26th "	" " " Old Str. 1st class Single...500
AKI	9,000	10th May	" " " Return...750
MISHIMA	9,000	24th "	" " " 2nd class Single...330
			" " " Return...495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
INABA	7,000	28th March	1st class Single...Y30
TAMBA	7,000	25th April	" " " 2nd " " " 20
AWA	7,000	23rd May	To London via New York 1st " " " 230
			" " " via St. Lawrence 1st " " " 230

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTH PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAYATA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA."

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th December, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. No. 27, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya* due in London on the 4th February, 1911. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

M. A. HEWETT,

Superintendent.

Hongkong, 12th December, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Hood, will be despatched as above on SATURDAY, the 7th January, 1911, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th December, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR

VICTORIA, VANCOUVER AND SEATTLE

VIA

SHANGHAI, MOJI, KOBE AND

YOKOHAMA.

Steamer	Tons	Captain	On arrival
Swedia	6,233	F. S. Cowley	17th Jan.
Kumera	6,233	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 9th November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th December, 1910.

Shipping—Steamer.

THE "INVER" STEAMSHIPS, LIMITED.

FOR NEW YORK.

THE Steamship

"INVEROLYDE."

Captain J. O. Alexander, will be despatched as above about 29th instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 8th December, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of December, at 9.30 A.M. All Claims must reach us before the 21st of December, 1910, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 13th December, 1910.

AMERICAN-ASIATIC S. S. CO. NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Company's Steamship

"INDRADEO."

Captain W. H. Lea, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., General Agents.

Hongkong, 15th December, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"HIMALAYA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London &c., ex s.s. *Moellan*. From Persian Gulf, ex B.-L. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Intimation.

Wan Lee,

GENERAL

PRINTERS

COMMERCIAL

STATIONER

INDIA

RUBBER

STAMP

MAKER

AND

ACCOUNT

BOOK

MANUFACTURER

47, Des Vaux

Road.

UNDERTAKES

TO DO

ALL KINDS

OF

JOB PRINTING.

FROM A

VISITING

CARD

TO A

POSTER.

ONLY FIRST-CLASS

WORK DONE.

PRICES MODERATE.

Hongkong, 1st November, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T.	103 1/2
Do. Demand	103 1/2
4 months' sight	103 1/2
6 months' sight	103 1/2
India-Bank T.T.	103 1/2
Do. Demand	103 1/2
4 months' sight	103 1/2
6 months' sight	103 1/2
Japan-Bank T.T.	103 1/2
Do. Demand	103 1/2
4 months' sight	103 1/2
6 months' sight	103 1/2
Bar Silver	103 1/2
Bank of England rate	4 1/2
Sovereign	103 1/2

Buying.

1 months' sight L/O	103 1/2
3 months' sight L/O	103 1/2
4 months' sight L/O	103 1/2
6 months' sight L/O	103 1/2
4 months' sight L/O	103 1/2
6 months' sight L/O	103 1/2
4 months' sight L/O	103 1/2
6 months' sight L/O	103 1/2
4 months' sight L/O	103 1/2
6 months' sight L/O	103 1/2

SHIPPING AND MAILS.

MAILS DUE.

American (Nippon Maru) 20th inst.	103 1/2
Indian (Arratoon Apru) 21st inst.	103 1/2
English (Devonia) 22nd inst., 6 a.m.	103 1/2
Canadian (Empress of China) 22nd inst.	103 1/2
American (Siberia) 30th inst.	103 1/2
American (China) 3rd prox.	103 1/2
American (Manchuria) 9th prox.	103 1/2

The P. & O. S. N. Co.'s s.s. *Andra* is expected to arrive at Penang on 20th inst., at noon.

The H. A. L. s.s. *Sithonia* left Shanghai on 18th inst., a.m., and may be expected here on 21st inst.

The Ben Line s.s. *Deer* left from Antwerp, Li and London, left Singapore on 18th inst., for this port.

The T. K. K. s.s. *Nippon Maru* is due to arrive at Hongkong on 20th inst., between 6 and 8 a.m.

The P. & O. S. N. Co.'s s.s. *Asia*, which sailed from Hongkong on 19th ult., arrived at San Francisco on 18th inst.

The Imperial German Mail s.s. *Kle*, which left here on 14th ult., at 10 a.m., arrived at Singapore on 18th inst., at 9 a.m.

The Apru Co.'s s.s. *Arratoon Apru* from Calcutta left Singapore on 16th inst., and may be expected here on 22nd inst.

The S. K. S. s.s. *Chicago Maru*, which left Hongkong on 2nd ult., arrived at New York on 1st and 13th inst.

The Imperial German Mail s.s. *Geibin*, which left here on 15th ult., at 10 a.m., arrived at Shanghai on 18th inst., at 4 p.m.

The Imperial German Mail s.s. *Prinz Waldemar* left Sydney on 17th inst., at 11 a.m., and may be expected here on 8th prox.

The N. Y. K. s.s. *Bombay Maru*, Bombay Line, left Bombay for this port via Singapore on 16th inst., and is expected here on 3rd prox.

The P. & O. S. N. Co.'s s.s. *Devonia* left Singapore for this port on 17th inst., at 9 a.m., with the outward English Mail, and is due here on 22nd inst., at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of China*, arrived at Nagasaki at 2:30 p.m., on 17th inst., and left Nagasaki at 10:30 p.m., for Shanghai, where she is due to arrive at noon, on 19th inst.

The P. & O. S. N. Co.'s s.s. *Siberia* sailed on 17th ult., from Yokohama en route to Hongkong, where she is due to arrive on 20th inst., and will be dispatched from this port on 7th prox., at 1 p.m., for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu.

THE WEATHER.

On the 10th at 12:01 a.m.—The barometer has risen moderately over E. Japan, and is light, by to moderately over the P. coast of China and the Loo-Choo.

A shallow depression has passed from the continent to the Yellow Sea, and a second area of low pressure lies over the S. coast of China and the Formosa Island.

The highest pressure is shown over S. Japan. The monsoon will probably freshen again over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 10 a.m. to-day, 0.05 inches.

1.—Hongkong and Neighborhood, N. winds, fresh; rain.

2.—Formosa Channel, Variable to N.E. winds, light to fresh.

3.—South coast of China between Hongkong and Lameck E. to N. winds, fresh.

4.—South coast of China between Hongkong and Hainan same as No. 1.

Shipping.

Arrivals.

Sungkiang, Br. s.s., 187, Herds, 17th Dec.—Cebu and Hilo 14th Dec., Gen.—B. & S. Lube, Ger. gunboat, 3, Berdeman, 17th Dec.—from Amoy.

Haiching, Br. s.s., 1207, W. W. C. Passmore, 18th Dec.—Swatow 17th Dec.—D. L. & Co.

Calabria, Br. s.s., 2275, P. J. Tadd, 18th Dec.—Singapore 10th Dec. Gen.—M. & Co. Ruhl, Br. s.s., 2, 9, 9, A. Cro by, 18th Dec.—Hilo, Cebu and Manila 15th Dec., Gen.—S. T. & Co.

Taihuap, Br. s.s., 1216, R. G. Paramore, 18th Dec.—Shanghai 14th Dec. Gen.—G. M. S. N. Co.

Tjilap, Br. s.s., 2470, A. W. La. Roop, 18th Dec.—Kauai 13th Dec. Coal and Gen.—J. C. J. L.

Chesna, Br. s.s., 1499, L. Jones, 18th Dec.—Shanghai 14th Dec., Gen.—B. & S. Germania, Br. s.s., 1714, H. Franden, 18th Dec.—Cebu 14th Dec. Ballast.—J. & Co. Murat, Br. s.s., 2310, Head 18th Dec.—Tarak 12th Dec. Liquid Fuel.—A. P. & Co. Persia, Br. s.s., 2779, F. Guirgovich, 19th Dec.—from Singapore Gen.—Eng. Hek Fong & Co.

Mishima Maru, Jap. s.s., 570, A. E. Moses, 19th Dec.—Yokohama 7th Dec. Gen.—N. Y. K.

Polyacetic Fr. s.s., 3443, Bruno, 10th Dec.—Shanghai 10th Dec. Mails and Gen.—M. M.

Sunda, Br. s.s., 2086, H. G. Evans, 19th Dec.—London via Ports 5th Nov. Gen.—P. & O. S. N. Co.

Sexta, Ger. s.s., 995, Jensen, 19th Dec.—Haliphong 10th Dec. Rice and Gen.—M. & Co.

Seang Bo, Br. s.s., 2787, J. Travis, 19th Dec.—Rangoon 4th Dec. Gen.—Seang Bo.

Touareg, Fr. s.s., 781, E. de Catalino, 1st Dec.—Haiphong via Kwang-chow-wan 17th Dec. Gen.—M. M.

Kiang Ping, Chl. s.s., 1,000, H. Uddin, 19th Dec.—Canton 6th Dec. Gen.—Tung Kee & Co.

Hongchow, Br. s.s., 999, Brymer, 19th Dec.—Canton 6th Dec. Gen.—B. & S.

Choyang, Br. s.s., 1,124, M. Courtney, 19th Dec.—Canton 18th Dec. Gen.—J. M. & Co.

Noraberg, Ger. cruiser, 19th Dec.—from Amoy.

Clearances at the Harbour Office.

Ta shun, for Canton.

Kiang Ping, for Chongking.

Su chong, for Kwang-chow-wan.

Plymouth, for Saigon.

Chyang, for Swatow.

Sunda, for Sanghal.

Kaman, for Canton.

Feikong, for Shanghai.

Chin, for Manila.

Tjilap, for Yokohama.

Per Plymouth, for Hongkong from Kobe—Messrs. P. Lehmann, Union and Hong Peak.

From Shanghai, Mr. Maria de L. M. and Mrs. Hardy, Mr. A. F. F. E. Eldridge, Mr. and Mrs. Macke, infant and amah, Messrs. Melcamp, J. Joseph and A. Mates.

Per Sunda, for Hongkong from London—Miss Alexander, Lt. C. A. N. P. Major and Mrs. F. P. S. Taylor, son and family servant, Miss A. M. Watt, Mr. E. G. Brown, Mr. and Mrs. M. Erner, Foreman Ha. is. Lt. H. D. Adair Hall, Messrs. M. Walters, A. W. Blackwell and G. H. Prudlock. From Colombo—Mr. Ah Chee. From Singapore—Mr. and Mrs. Gough, and Mr. R. O. M. Kline and native servant.

Dec. 18.

Taiji Maru, for Swatow.

Ryji Maru, for Portland.

Amoy, for Shanghai.

Taiji Maru, for M. J.

Chiang, for Canton.

Chiang, for Canton.

Chiang, for Canton.

Chiang, for Canton.

Steamers Expected.

Vessel	From	Agent	Due
Nippon Maru	Yokohama	T. K. K.	Dec. 10
Yamato Maru	Nagasaki	N. Y. K.	Dec. 10
Hitachi Maru	Singapore	N. Y. K.	Dec. 10
Emp. of China	Haiphong	C. P. R.	Dec. 10
A. Apru	Singapore	D. S. & Co.	Dec. 10
Deva Maru	Singapore	P. & O.	Dec. 10
Yamato Maru	Singapore	N. Y. K.	Dec. 10
Yokohama Maru	Singapore	N. Y. K.	Dec. 10
Siberia	Yokohama	P. M. Co.	Dec. 10
Montesquieu	Vancouver	C. P. R.	Dec. 10
China	Singapore	S. F. C.	Dec. 10
Diogo Maru	Bombay	N. Y. K.	Dec. 10
P. Waldemar	Singapore	M. & Co.	Dec. 10
Manchuria	Singapore	P. M. Co.	Dec. 10
Glentworth	London	S. T. & Co.	Dec. 10

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for:

Haiphong—Per *Chili*, 20th Dec., 9 a.m.

Swatow, Amoy and Fuchow—Per *Haiching*, 20th Dec., 10 a.m.

Shanghai, Kobe and Yokohama (Siberian Mail to Europe)—Per *Sunda*, 20th Dec., 10 a.m.

Bangkok—Per *Quinta*, 20th Dec., 10 a.m.

Per *Sunda*, for Hongkong from London—Miss Alexander, Lt. C. A. N. P. Major and Mrs. F. P. S. Taylor, son and family servant, Miss A. M. Watt, Mr. E. G. Brown, Mr. and Mrs. M. Erner, Foreman Ha. is. Lt. H. D. Adair Hall, Messrs. M. Walters, A. W. Blackwell and G. H. Prudlock. From Colombo—Mr. Ah Chee. From Singapore—Mr. and Mrs. Gough, and Mr. R. O. M. Kline and native servant.

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HONGKONG HOTEL.

Allen, M. H.	Kinderley, R. C. M.
Andrew, J. L.	Klimanek, P. H.
Barlow, N. O.	Ladson, Mr.
Baumont, E. A.	Lavender, Mr. & Mrs.
Beck, F. H.	E. R.
Boor, Mr. and Mrs.	Law, W. O.
Cacar	Leah, Capt. T. O.
Beasley, J.	Ligh, S.
Blanch, Mr. and Mrs.	Lloyd, J. H.
N. F.	Lloyd, Mr. G. T.
Bull, Commodore	Locke, Max
Bull, J. H.	Logan, W.
Bull, Miss M. F.	Massey, Miss K. A.
Bull, W. D.	Markham, B.
Bull, W. D.	Marriott, Dr. O.
Bull, W. D.	Mayne, E. H.
Bull, W. D.	Meier, Mr. and Mrs. J.
Bull, W. D.	Molden, H.
Bull, W. D.	Moulder, A. B.
Bull, W. D.	Murray, M. F.

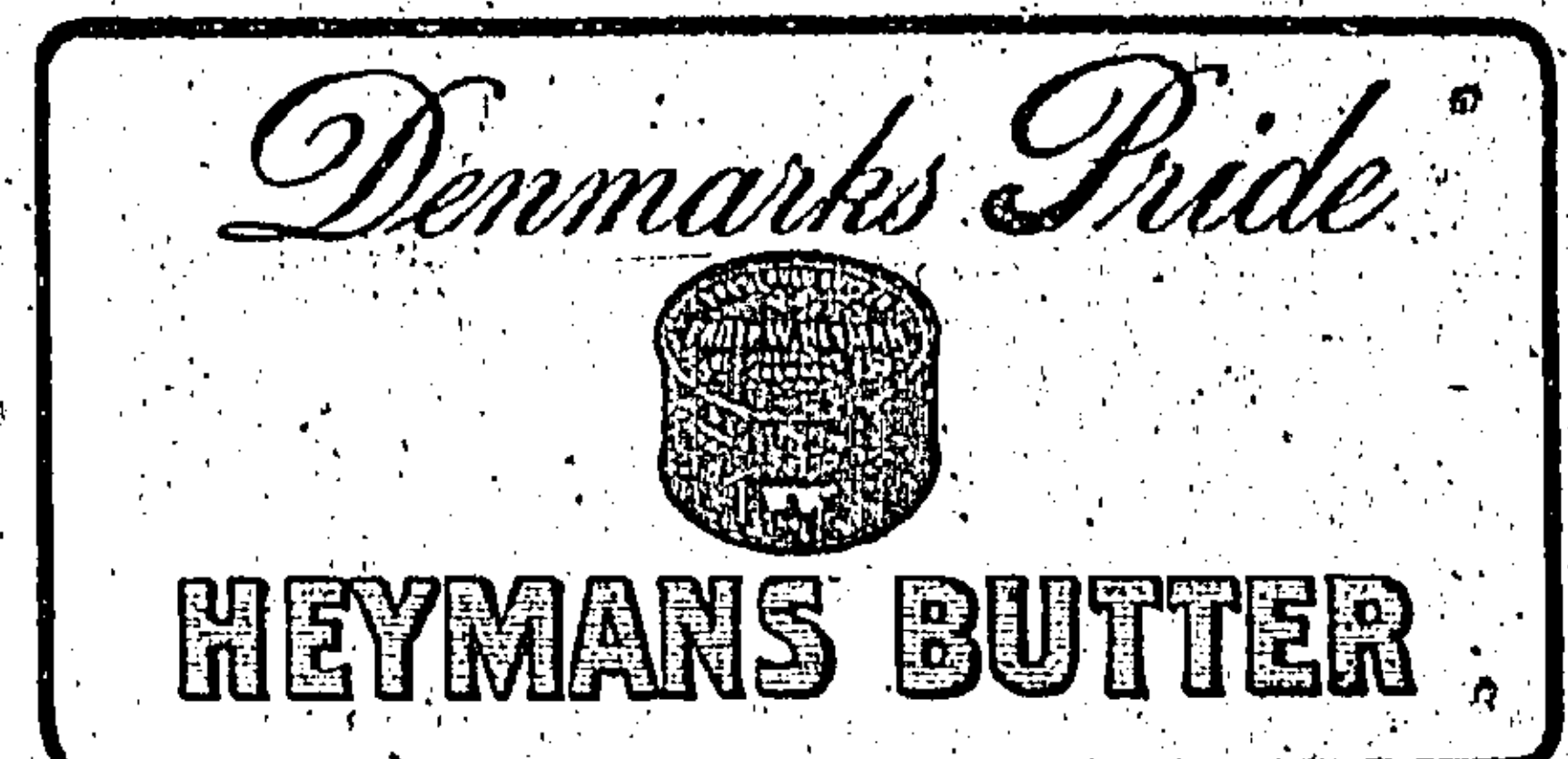
SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000 \$500,000	\$2,029,300	£2 for first half year ending 30.6.10 @ ex 1/4 = \$22.45	5 %	{89s sellers \$86 1/2
National Bank of China, Limited.....	99,925	£7	£6	\$4,000 \$2,000	\$10,552	3s (London 1/6) for 1908	...	\$8 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$68,695 \$10,181 \$1,600,000	none	1s for 1909	8 1/2 %	\$185
North China Insurance Company, Limited	10,000	£15	£5	Tls. 224,320 Tls. 365,644 Tls. 137,238 \$3,000,000	Tls. 205,119	Final div. of 7 1/2 % for '09 making 15 % in all...	5 %	Tls. 125 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$109,248 \$105,249 \$713,985	\$287,984	{Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- and of \$30 per share for 1909.....}	...	{82 1/2 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$394,405 \$199,261	27,763	{1s for year ending 31.12.08 and interim of 33 on account of 1909	11 1/2 %	\$190
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$50,348 \$101,108	\$4,840	\$6 and bonus \$2 for '08.....	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$81,153	\$426,318	\$27 for 1908	8 %	{\$160
SHIPPING.								
China and Manilla Steamship Company, Limited...	10,000	\$25	\$25	\$7,742	Dr. \$5,727	3 1/2 % for 1908	...	\$8 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$230,000 \$100,000 \$130,000	...	2 1/2 % for year ending 30.5.1908	...	\$20 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$250,000 \$167,500 \$182,765 \$15,491	\$29,760	Dividend of 1 1/2 % for 30.5.10	8 1/2 %	\$30 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£118,100	15,161	{3 1/2 % on Preferred shares only for 1908	...	\$56 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$720,000 \$100,000	192,994	{Final div. of 2 1/2 % per share (coup. 14) making in all 4 1/2 % per share for '09 & an int. div. of 1 1/2 % per share on acc. for '10	5 %	\$1 1/3 sellers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	\$71,850 \$52,681	\$1,159	{A dividend of 7 1/2 % for yr. ending 30.4. 1910 & bonus of 5 %	6 %	\$23 \$12 1/2
REFINERIES.								
China Sugar Refining Co., Ltd., Limited	10,000	\$100	\$100	\$520,000 \$81,680	Dr. \$1,090	\$5 for half year ending 30.6. 1910	6 %	\$124
Luxon Sugar Refining Co., Ltd., Limited.....	7,000	\$100	\$100	none	Dr. \$125,893	\$5 for 1897	...	\$12 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	\$115,000 \$123,289	\$4,435	{Final div. of 1 1/2 % for the year 1910 making 15 % (coupon No. 15).....}	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited {	150,000 50,000	£1 £1	18/10 £1	\$4	none	\$1 per share 1910 dividend	5 %	\$4 sellers
Oriental Consolidated Mining Co., Ltd	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15...	...	\$16
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$5,460	\$1.75 for year end. 31.12.09	...	\$5
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$550	\$50	\$550,000 \$31,992 \$10,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$50
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$88,214 \$181,000	\$12,715	1 1/2 % for half year ended 30.6. 1909	...	\$53 sales
Shanghai Dock and Engineering Co., Ltd.....	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 8,855	{Final of Tls. 3 1/2 making Tls. 6 in all for year 1904-1910	8 %	Tls. 67 1/2
Shanghai and Hongkew Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	Tls. 667,257 Tls. 50,000 Tls. 125,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 97 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 11,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	8 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$11,000	\$24,041	8 1/2 % for 1909	8 1/2 %	\$12 1/2 buyers
Hongkong Hotel Company, Limited	{12,000 8,000	\$50 \$50	\$50 \$50	\$10,000 \$10,000	\$1,277 \$27.9	{50 on old shares \$1.50 on new shares for half year ending 30.6.10	6 %	{97 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	150,000	\$100	\$100	\$150,000	\$1,071	Interim of \$3 1/2 for 1910	7 %	\$36
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$26,045 \$25,550	\$269	45 cents for 1909	6 %	\$5
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	...	\$2 1/2 for 1909	8 %	\$33 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,255,045 Tls. 10,000	Tls. 61,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 105 1/2 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,025	Interim of \$1.20 for 1910	8 1/2 %	\$59
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd...	10,000	Tls. 50	Tls. 50	Tls. 250,000	10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 85
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 10,000 \$10,000	19,551	50 cents for year ending 31.7.08	...	\$4 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 7 1/2	Tls. 7 1/2	Tls. 175,000	18,672	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 50
Loan-tung-mow Cotton Spinning & Weaving Co., Ltd	8,000	Tls. 100	Tls. 100	none	Tls. 1,829	Tls. 6 for 1909	10 %	Tls. 48 1/2
Say Chee Cotton Spinning Company, Limited.....	8,000	Tls. 100	Tls. 100	Tls. 11,174	Tls. 1,172	Tls. 35 for 1909	17 1/2 %	Tls. 142 1/2
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$4,500	\$268	15 % per share for 1909	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$10,000	...	60 cents for 1909	6 1/2 %	\$9 1/2 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$5,242	60 cents for year ended 28.2.06	...	95 cents buyers
Do. Do. Special shares	50,000	\$1	\$1	\$100,000	\$1,602	80 cents for 1909	10 %	\$7 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$10,000	\$1,800	\$1.20 for year ending 31.7.09	7 1/2 %	\$17 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$13,000	\$4,290	Interim of 15 cents per share for 1910	10 %	\$12 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$670	14 per cent. viz. \$1.40 for 1909	12 1/2 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$12,798	{A dividend of \$1.20 per share and a bonus of 10 cents per share for year end. 28.2.10...}	6 %	\$10
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$7,616	Interim of \$2 per share for 1910	6 %	\$125 sellers
Hongkong Gas Company, Limited	5,000	\$25	\$25	\$40,000	\$9,176	Interim of \$1 per share for 1910	9 %	\$18 sellers
Hongkong Ice Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 147,500	Tls. 116,682	{3rd interim dividend of Tls. 15 making in all Tls. 57 1/2 for 1910	5 %	Tls. 103
Matschappij de Mij, Bosch en Landbouw phosphate Langkat, Limited	25,000	G. \$10	G. \$10	\$25,000	...	80 cents on fully paid shares and 8 cents on 31 paid shares for year ending 30.4.10...	5 1/2 %	{\$13 sellers \$14 1/2 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$1,014	None	...	\$8
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	...	...
Philippine Company, Limited	75,000	\$10	\$10	Tls. 2,830 Tls. 100,000	Tls. 5,250	No dividend this year	1 %	Tls. 105
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	none	First year	...	\$36 sellers
Societe des Pulpes et Papeteries du Tonkin.....	{13,200 Benefit shares 1,300	50 Halpang Monnaie	35 Halpang Monnaie	none	none	None	...	\$80 Hongkong [currency]
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	...	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$12,766	10 % for year ending 31st May 1910	8 %	\$12 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$115,56	none	60 cents for year ending 31.12.03	8 %	\$10 1/2
United Asbestos Orienta Agency, Limited	20,000	\$10	\$5	\$46,000	\$14	15 % per ordinary share for year ended 31.5.10...	5 %	\$14 1/2 sellers
Watkins Limited,	10,000	\$10	\$10	none	\$1,041	25 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	10,000	\$10	\$10	{ \$100,000 \$1,000	\$2,022	3 % for 1907	...	\$6
William Powell, Limited	15,000	\$7	\$7	none	\$78	None	...	\$1 1/2

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Intimations



SIEMSEN & CO., Sole Agents.

49

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